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Approved For Release 2000/04/11 : CIA-RDP33-02415A000200390069-1

ATTACHMENT 1

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FEB 1 1955

PROJECT [REDACTED]

Early Phase: The Pratt and Whitney Corporation has a constant interest in developing new engines for high performance at very high altitudes in order to retain their predominance in the field of jet propulsion and to encourage Air Force interest in new contracts. The rapid progress in aeronautical research over the past few years has made it mandatory that the firm perfect its engines to meet the expected requirements of higher altitudes and longer range. Consequently the corporation is making an extreme effort of high priority to develop as rapidly as possible a high performance engine.

Later Phases: High officials of the Air Force have expressed their personal interest in this development which was begun on the initiative of the corporation. Future aircraft design, which is known to higher officials in the firm as well as to Air Force officials, has substantiated the firm's expectations of the necessity sooner than expected for a high performance engine. The Air Force has given the firm a sizeable contract to produce this engine to be used in a modified version of the Canberra, being built by Martin. Because of the urgency with which the Air Force views this project and also because of the possibility that this engine may be needed very quickly in the event of hostilities, it has been decided to increase the size of the original order. The Air Force may be prepared to accept for emergency use a high performance engine with a shorter life in order to surpass expected enemy capabilities. The Air Force is also interested in having extra engines to use in unforeseen testing requirements, e.g., destruction testing.

As the result of a widely distributed plant notice, the higher performance engine (J57/P31) is now known throughout the firm to be of urgent interest because of competition from British and American engine producers. The company has hopes that they will win contracts for planned jet commercial transports and later may be able to sell this engine to the Air Force for use in aerial tankers. Because the firm has neglected their rapidly expanding new field of jet propulsion, they are proceeding on a crash schedule to produce the P-31 prototypes.

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